Montauk Hamlet Plan Changes

P. 5 Historic Buildings and Structures

- Montauk Point Lighthouse
- Montauk Association National Register Historic District
- Montauk Manor
- Montauk Tennis Auditorium
- Caleb Bragg Estate
- AN/FPS-35 Radar Antenna & Tower WW II & Cold War Era Defense

P. 22- Extra page? Or placeholder ? Eliminate or provide photo

P. 30 Adjust layout: photo and text overlap

P. 31

Overall Goal of the ~~East Hampton~~ Montauk Hamlet Plan

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The Town of East Hampton Comprehensive Plan is the foundation and the basis for the Montauk Hamlet Plan. Within the context of the Comprehensive Plan, the specific goal of this Plan is to provide the Town of East Hampton with inspired, achievable, cohesive plans which significantly improve the aesthetics, functionality and vitality of the business areas which provide goods and services ~~for year-round residents and support for a major town industry~~for people of all abilities. Elimination of existing barriers for people with disabilities as defined by the Americans with Disabilities Act is also of critical importance for planning, development and redevelopment of Montauk and throughout the Town. ~~The three Montauk Hamlet master plans – for the Downtown, Montauk Station, and Montauk Areas areas – depict an aspirational vision for the hamlet; they are not specific blueprints, but overall guides depicting how p~~Potential growth and change ~~can~~ should be managed to compliment rather than detract from the rural and small town character of the Town.

P.32 Montauk Harbor

Objective 2: Reinforce and enhance the picturesque historic and maritime character of the area ~~as a fishing village and tourist destination~~ without displacing the fishing industry.

Objective 3: Improve traffic circulation and parking

Traffic is not as major an issue as it is for downtown Montauk, but ~~enhancements~~ converting the West Lake Drive and Flamingo ~~Road~~ Avenue intersection to a roundabout could help improve functionality and aesthetics while also reducing driver confusion and pavement. Existing parking lots also detract from visual quality of the area and ingress and egress causes vehicular backups at times. Reorganized and shared parking configurations are needed to improve efficiencies, aesthetics and functionality.

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P. 33 Montauk Station

Objective 1: Improve traffic circulation and parking

The Train Station area is traversed by a tangle of uncoordinated streets and improvements. Cars, buses and taxis crowd the train station lot at arrival and departure times and lack of a designated turnaround causes circulation problems.

Objective 2: Increase resiliency and reduce risks from projected flooding storms, sea level rise-

The Station area is highly susceptible to rising seas levels, coastal flooding, and storms. Due to its importance, the area has been identified as part of the Town's Critical Facilities. A long term strategic approach is needed to protect the infrastructure and buildings.

Objective 3: Improve bicycle and pedestrian connectivity

The Station is a car-dominated area, physically isolated from both the Downtown and Harbor areas. The Station could benefit from pedestrian and bicycle infrastructure connecting to the key business area destinations.

~~**Objective 4: Improve area to serve as a multi-modal transportation hub**~~

~~As the last stop on the Long Island Rail Road, across the street from the Montauk Fire Station and the Montauk Playhouse Community Center, the area has unique opportunities for improved organization as a Multimodal Transit Center for rail, bus, car, taxi, bike, pedestrian and community services. Opportunities may also be available to provide workforce housing and a small commercial area to support train visitors and the local neighborhood.~~

Objective ~~5:~~4 Improve the visual quality to reflect the historic character of the area

The historic Montauk Manor and Playhouse are visible from the Station, but otherwise the area lacks cohesive, welcoming, attractive features and improvements.

~~**Objective 6: Improve the function of the transit area without competing with Montauk's main business areas**~~

~~Downtown Montauk and Montauk Harbor are the two main business areas and should continue to provide for the needs of year round residents, second homeowners and tourists. But, improving the functioning of the Train Station will help support the economy and desirability of the existing business areas. Creating a well organized transportation hub will improve access to Montauk and reduce undesirable traffic and congestion.~~

P. 34 Overall Conceptual Framework

(The legend identifying where the techniques could apply would be eliminated in the figure on P. 34. The map would merely indicate bike/pedestrian routes and outline of the areas under consideration.)

The diagrams on this and following pages illustrate a conceptual framework for Montauk Downtown and ~~,~~Montauk Harbor~~, and the Transit Center.~~ They show how many of the hamlet's concerns can be addressed through a comprehensive approach to access, parking, roadway improvements, pedestrian

networks, building location, and open space acquisition. This conceptual framework also includes a phased strategy to build community resilience to coastal flooding and changing shorelines. Over the coming decades, this phased strategy would move existing residential and commercial uses and infrastructure out of low/shorefront areas and replaces these uses with naturalized buffer areas to mitigate storm damage to property and provide space to accommodate a changing shoreline. These diagrams depict general coastal protection strategies that could be applied to Montauk, but they are not a mandate or a directive to relocate buildings, structures or uses.

The diagram to the left illustrates a framework of improved bicycle and pedestrian routes that link Montauk Downtown, Harbor, and Train Station~~nsit Center~~ and connect these destination points to other areas of East Hampton. Four coastal resilience strategies, described below can be applied to Montauk Downtown and Harbor. ~~The framework also groups strategies for Montauk Downtown, Harbor, and Transit center into four categories: relocate; evolve; respond & adapt; infill & accommodate. Below is a description of these categories~~:

Relocate: ~~Teal areas in the diagram are those where this master plan recommends r~~Relocating infrastructure and businesses within the lowest and most vulnerable areas to higher ground should be considered. ~~This includes relocating the power substation off of Industrial Road to higher ground It also includes relocating existing businesses and services from the low-lying area between Fort Pond and the Ocean and using this area for additional surface parking and recreational open space. Such relocations would likely need to be implemented through acquisition of property by the Town as open space.~~

Respond & Adapt: ~~Areas in yellow represent a~~Additional low-lying and shorefront areas at risk for flooding and storm damage should be considered for respond and adapt techniques. ~~,~~In these areas~~, we propose~~ techniques that build resilience through changes to infrastructure like raising buildings and infrastructure, beach and dune nourishment, living shorelines, reinforcing existing shoreline armoring, and market-based relocation strategies that incentivize existing property owners and developers to gradually shift vulnerable uses to higher ground should be considered.

Infill & Accommodate: Areas ~~in pink are areas~~ that could accommodate uses relocated from lower areas as these lands are acquired by the town or as open space is created through the sale and sustainable redevelopment of private property should be identified.

Evolve: As sea level continues to rise, new upland areas to accommodate relocated business uses should be identified.

PP 35-42

Eliminate the text and diagrams on PP 35-42

Retain but reorder PP 43- 45 which describe how a TDR program could possibly work, allowing ocean fronting motels to transfer their rights to Resort zones located landward; Reorder so that the discussion begins with P. 45 narrative and illustration augmented with the following text:

Part of the overall concept plan for downtown Montauk is to improve coastal resiliency without losing the number of hotel rooms or businesses which help make the area a vibrant center. One technique which has

a good potential to achieve this goal is a Transfer of Development Rights Program. (Then insert text and illustration from page 45.) A Transfer of Development Rights approach could allow existing hotels owners to profitably redevelop their property, while also allowing for the first row of hotels in Montauk to be returned to an area of natural dune-building. In this ~~approach~~ example, a developer interested in building in the second row of hotels could increase the allowable density by purchasing property on the first row (for example, from Owner C). The developer could then count the area from parcel C as well as the abandoned right of way toward the lot size used to calculate the building potential and gain unimpeded seaside views and direct beach access over newly built dunes.

In exchange for this Transfer of Development Rights, the developer could be required to incorporate aesthetic and resilience strategies into their new hotel, such as tastefully designed, floodable first floor parking. Parking under new buildings could be tastefully masked from the street and garden spaces using a combination of existing site topography, porches, and architectural/vegetative screenings.

In this illustration, the new seaside motel could accommodate 75 motel rooms and complies with the maximum building lot coverage, unit size, parking, height and layout design zoning requirements through a TDR exchange. However without advanced sewage treatment, Suffolk County Health Department standards would restrict new development on the combined acreage to 8 motel or 5 resort type units. Provided advanced sewage ~~treatment were~~treatment was provided, current zoning would limit the hotel to 54 motel units. This is based on a lot area of 195,000 sf, including the abandoned right-of-way (lot area/3630). Thus, while this illustration depicts how a TDR program could be applied to downtown Montauk, there are many policy, density and related regulatory details would need to be developed, analyzed through SEQRA, vetted with property owners and the public, hearings and other requirements would need to be met before a TDR program could be adopted. It is also important to note that as proposed, a TDR program is being offered as a voluntary option, not a mandatory program for property owners.

Then proceed to PP 43 and 44. At the conclusion of text on page 44 add the following:

A TDR program could help allow property owners to upgrade their property while at the same time, improving coastal resiliency of all of downtown Montauk.

Retain pp 46-51 pertaining to Montauk Harbor

Retain p. 52 pertaining to Montauk Train Station Issues and Opportunities

Delete pp 53 & 54- Montauk Train Station Master Plans

P. 55 Recommended Design Elements: Transportation

Downtown area

~~In the short term, the Town has advertised for proposals from bus companies to operate a circulator bus service, with the goal of having that begin in Summer 2017.~~Since 2017, the Town of East Hampton has operated a free summer shuttle bus service circulating through the hamlet of ~~,~~ Montauk. Starting March 2019, the South Fork Commuter Connection, a year-round coordinated rail and bus service, has provided workers with a public transportation option during peak commuting hours. The shuttle buses meet the

trains and transport commuters to locations along a fixed route, designed to provide "last mile" transportation to workplaces and commercial centers. In the afternoon, the buses travel the route in reverse to shuttle workers back to train stations. Although the LIRR has a Montauk stop, bus connections to Montauk employment centers are provided from Amagansett Train Station at the current time,

Also, ~~in Summer 2017,~~ under a State grant, ~~, construction will begin on~~ enhanced motorist warning systems have been installed at ~~two crosswalk~~three crosswalk locations on Montauk Highway:
At South Elder Street (7-11 on north side, IGA on south)

On the west side of Carl Fisher Plaza (west intersection)
On the east side of Carl Fisher Plaza (east intersection)

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The Town has coordinated with the State to adjust the signage and continues to work with the State to improve and correct the lights installed as part of these crosswalk projects in order to help make these crosswalks compatible with Montauk and local standards.

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P. 56 Train Station Area and Connectivity to Downtown

(Delete Figure 4: Improved Circulation at LIRR station)

~~A sketch plan showing how access and improved traffic circulation for cars, taxis, buses (circulator and Suffolk Transit), and pedestrians can be provided to a new Transportation Hub at the LIRR station is shown in Figure 4. Taxis and buses are separated from other train station traffic by establishing new taxi stand and bus stop locations on a realigned Tuthill Road. Manor Road and Tuthill road could be converted to one-way to ensure that taxis and buses arrive and park in an orderly fashion.~~ Bike racks should be provided at the station. Connectivity to downtown for pedestrians and bicyclists can be enhanced by providing sidewalks and bike lanes along the County Road 49 corridor. Encouragingly, Suffolk County has awarded the Town a $400,000 Grant toward the creation of a multiuse path extending for 5,000 linear feet from the LIRR station on Flamingo Ave. to the hamlet's downtown. While the path along Flamingo Avenue and Edgemere Street has yet to be designed, it is envisioned as a means of connecting the two points in order to safely promote alternative modes of transportation such as cycling and walking as well as to enhance the South Fork Commuter Connection,

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P. 57

~~4.Continue~~4. Continue to implement and coordinate with Environmental Plans and Amendments to Comprehensive Plan. Planning is a continuous process and the 2005 Comprehensive Plan has been amended and augmented over time. Together with the 2005 Plan, the following updates and studies should help guide future development ~~in Amagansett~~in Montauk:

Town Community Housing Opportunity Fund Implementation Plan 2014

Water Quality Improvement Plan, 2016

East Hampton Townwide Wastewater Management Plan

Local Waterfront Revitalization Plan

Community Preservation Plan

Scenic Areas of Statewide Significance

Town Energy Policy

Draft Climate Action Plan October 2015

Lake Montauk Watershed Management Plan

Lake Montauk Harbor Feasibility Plan

Army Corps of Engineers Fire Island to Montauk Point Reformulation Study (FIMP)

Montauk Beach Preservation Committee (on-going)

Erosion Control District Study for Downtown Montauk (ongoing)

Downtown Montauk Community Wastewater Committee

NYSERDA Study- Dewberry (on-going)

Coastal Assessment Resiliency ~~Resiliency~~ Program (CARP) – ~~GEI Consultants~~ GZA with Dodson & Flinker & Coastal Ocean Analytics (ongoing)

P. 58 Water Quality Improvements
Add -new paragraphs at the end of this section.

Recently, the Fort Pond Floating Wetlands Project was funded through the East Hampton Water Quality CPF grant program. As a temporary seasonal installment of native vegetation designed to remove nitrogen and phosphorous, it is hoped that these floating wetlands will mitigate some of the nutrient pollution in Fort Pond, thus reducing the extent and severity of the harmful algal blooms which have plagued the Pond for the last few years.

Another recently commenced water quality improvement project involves the Lowenstein stormwater pipe, originally designed to attenuate runoff from the Surfside Place subdivision. However, after water testing revealed this stormwater system rich in nutrients and bacteria contributed to water quality issues in Montauk ocean beaches, the Town funded a system to filter the runoff to improve the quality of the stormwater. Further work is anticipated to divert some of the runoff to reduce the volume of stormwater flow.

P. 59

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C. Increase Coastal Resiliency and Reduce Risks from Flooding, Storms, and Sea Level Rise

The effects from flooding, erosion and sea level rise are having profound impacts on East Hampton Town and are particularly acute for the vitality and unique character of Montauk. The erosional forces are occurring in real time and are changing the shape of the beaches, coastal wetlands, dunes, and bluffs. Between the year 2000 and 2012, the shoreline of Downtown Montauk has moved 44 feet inland, a rate of 3 feet per year[1]. In the Harbor area, storm surges will top bulkheads and destroy docks, infrastructure and buildings. Buildings and infrastructure in the Train Station area are at extreme risk from flooding and erosion. In the downtown area, the narrow strip of land between the Fort Pond and the ocean is extremely vulnerable to flooding and breaching in storm conditions. As climate changes, rising seas and more frequent and intense storms will increase the areas impacted by coastal flooding and there is a high potential for the Fort Pond to breach through to the ocean. To reduce exposure and risks from storms and changing conditions, coastal resiliency principles provide the foundation for the Montauk Hamlet Plan.

Evaluate Long Range Resiliency Approaches: As part of the process of developing the East Hampton Town Coastal Resiliency Plan (EH CARP), the Town will evaluate sea level rise and storm surge models and alternative responses including the following Hamlet Plan scenarios.

For Downtown Montauk, the Hamlet Plan ~~proposes~~ offers consideration of a multi-phased ~~strategic retreat, beach nourishment, and accommodation~~ approach. The first phase, Relocation, identifies infrastructure and businesses within the lowest and most vulnerable areas. Such relocation could be achieved through acquisition by the Town or other governmental agencies. ~~Strategic retreat and Relocate, would target the low-lying flood prone lands between Fort Pond and the Atlantic Ocean.~~ The second phase- Respond and Adapt- would address the ocean fronting development at risk from flooding and storm surge. In these areas, techniques that build resilience through physical changes such as raising buildings and infrastructure, dune and beach nourishment, and market based relocation strategies that incentivize existing property owner and developers to gradually shift vulnerable uses to higher ground. The third phase- Infill and Accommodate-anticipates continued sea level rise and recommends the relocation of additional resort and mixed uses to form a new development corridor on higher ground ~~along Essex Street.~~ Resiliency measures would need to continue to be developed and implemented as sea level rise continues. Thus, the forth phase, Evolve, recommends new upland areas be identified to accommodate relocated business and new measures be implemented as sea level continues to rise. Nature based resilience measures, habitat improvement and water quality improvement and recreational area enhancements are integral to each of the ~~three~~ four phases.

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The Town has identified both the Montauk Commercial Docks and the Train Station as "Critical Facilities". Accordingly, the long range coastal approach is to protect and fortify the docks and transportation infrastructure from storm damage and sea level rise. For the properties within the harbor, the strategy ~~includes~~ suggests raising the bulkheads and buildings and flood proofing the uses. Along the Block Island Sound frontage, a naturalized shoreline, incorporating West Lake Drive is ~~proposed~~ suggested to create a coastal landscape buffer. Parkland, parking and other "floodable uses" are ~~proposed~~ suggested in the low lying properties. New development would be ~~is~~ ~~proposed~~ encouraged to relocate to high ground out of the 100 year flood zone.

As mentioned, the transportation infrastructure surrounding the Train Station has been identified as a critical facility and is ~~proposed~~ identified for fortification and protection by the LIRR and Metropolitan Transportation Authority.

Downtown Montauk

Phase 1 Strategic Retreat and Relocate: The most effective strategy for eliminating risk from climate and shoreline changes is managed retreat through the use of voluntary buyout programs. In Phase 1 of the suggested Downtown Montauk Plan, the Town ~~would~~ could offer to buy ~~the~~ high risk flood prone properties~~, between Fort Pond and the Atlantic Ocean~~. The Downtown Montauk concept plan ~~depicts~~ envisions areas that could safely accommodate displaced ~~businesses, including the IGA, within~~businesses within the core business area. Whereas acquisition is a relatively high priced coastal adaptation measure, it is a cost effective one-time investment that requires no further action beyond protecting the natural landscape left behind and providing relocation assistance to voluntary participants.

There are federal and state voluntary buyout programs which have provided funding for property owners to relocate their home or business to safer locations if they no longer want to remain in high risk flood zones. In many cases, buyout programs are administered on the local level and funded largely through federal grant programs such as FEMA's Hazard Mitigation Grant Program (Hazard Mitigation Assistance/FEMA https://www.fema.gov/ hazard-mitigation-assistance) and the USDA's Emergency watershed Protection Floodplain Easement Program (EWP-FPE). Typically, federal grants require a local funding match of 25%. As mentioned, the Community Preservation Fund has generated over $315 million dollars in revenues in East Hampton (through 2015). CPF funds have been used to purchase improved and vacant property in Napeague as part of a strategy to reduce vulnerability to flooding and could be used to meet a federal match or full acquisition costs.

Buyouts not only yield 100% risk reduction, but also provide open space and habitat benefits. Most programs, including the Town CPF fund, do not allow development on acquired land, but the buyout properties can be used to implement wetland reconstruction and other nature-based resilience measures. Some of the acquired properties could be incorporated into the adjoining town parkland. Alternatively, and depending on the funding mechanism provisions, the acquired properties could be used for surface parking to serve the central business district.

Phase 2 Respond and Adapt: In the second phase, the Town ~~would~~ could provide ocean-fronting motel and resort owners with incentives to voluntarily relocate inland and improve the resilience of these businesses as well as the entire downtown. The most seaward motels are currently highly susceptible to damage from coastal storms and as sea levels continue to rise, the risk of damage to these buildings will likely increase. These buildings also take up the space that might otherwise be occupied by natural dunes, which provide shelter and reduce flooding risks for downtown. Implementation is proposed through the development of a Transfer of Development Rights program to allow existing hotel owners an option to redevelop their ~~property~~ businesses landward, while also allowing the ocean-front row of hotels to be returned to an area of natural dune-building. In exchange for this Transfer of Development Rights, the developer would be required to incorporate aesthetic and resilience strategies into their new hotel, such as tastefully designed, floodable first floor parking. Parking under new buildings could be attractively masked from the

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street and garden spaces using a combination of existing site topography, porches, and architectural/vegetative screenings. In addition, ocean-front parcels and the adjacent street right of way, would be protected from development and re-naturalized through dune restoration, planting and sand fencing.

This is not proposed to be a growth plan, but rather a voluntary option for private property owners to ~~strategy for~~ relocat~~ing~~ existing development from more the vulnerable areas of Downtown Montauk to areas less-susceptible to storm ~~damage, while at~~damage. At the same time, this voluntary option would help to improv~~ing~~ the natural resiliency of the entire hamlet center. However, before moving forward with a TDR proposal full SEQRA review, including the preparation of a Generic Environmental Impact Statement study, with alternatives, will be required. Further, ~~But b~~because most of the existing motel development is pre-existing non-conforming with respect to density, coverage, sewage flow and other bulk standards, establishing the appropriate TDR formula will require further evaluation. Without advanced sewage treatment, Suffolk County Health Department standards restrict new development to approximately 6 motel units per acre[2]. Current East Hampton Town zoning allows 12 motel or 6 resort units per acre[3]. And many of the motels in downtown Montauk were built at a density of 40 units per acre.

To explain how a potential TDR program would work, … continue as written until

P. 60 Phase 3- Infill and Accommodate

In order to accommodate businesses and land uses relocated from lower elevation land areas, building and zoning code adjustments may be required to accommodate these uses within the core downtown area. The plan anticipates accommodating additional development within a smaller core area.

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Evolve: It is anticipated that coastal resiliency planning will be a continual process. As sea level continues to rise, relocating to higher ground, adjacent to the business center maybe warranted and additional resiliency techniques may be needed. Thus it is anticipated that the forth phase will identify additional high ground opportunities to accommodate the business area along with the necessary building and zoning code changes.

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In the third phase, additional resort and mixed uses would be encouraged to voluntarily relocate to higher ground ~~along Essex Street~~ as sea level continues to rise. To reach higher ground, the development ~~would~~ could gradually shift the center of downtown toward the intersection of Essex and Montauk Highway~~. Montauk Highway. Implementationwould require zoning changes to allow the development to be shifted and concentrated on the higher ground to improve resiliency~~.

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The need to elevate Montauk Highway in the low lying area between Fort Pond and the ocean is also anticipated. Potential funding sources for raising the roadway to reduce flood risk include the NYS Climate Smart Communities Grant Program as well as federal and state transportation grants.

Continual and alternative beach nourishment practices are proposed including the creation of a "Feeder Beach" where nourishment sand could be deposited on the "updrift" side of the main beaches for downtown and allowed to distribute using natural currents. This has the potential to allow for cost savings in construction hours and to minimize disturbance to the naturalized dune area as the town faces more frequent and costly beach nourishment. Approval will be required and funding may be available from the Army Corps of Engineers, the Fire Island to Montauk Point Reformulation Project (FIMP), New York State Department of State, New York State Department of Environmental Conservation, Suffolk County

and Town of East Hampton. Private property owner funding of beach nourishment is also a feature of potential motel TDR redevelopment away from the beach and dune.

Montauk Harbor

1. **Raise Bulkheads and Buildings along the Harbor:** The Montauk Commercial Docks have been recognized as Critical Facilities and must be provided with a higher level of protection so that fishing operations and the working waterfront can withstand projected increased flooding and storm damage. As improvements are made over time, existing buildings and bulkheads along Lake Montauk should be raised by individual property owners to withstand sea level rise and increased storm intensity. At the same time, gaps in the boardwalks can be completed to support pedestrian access and tourist attractions. Building code and zoning code amendments and incentives to help facilitate retrofits, flood proofing and raising structures are proposed to be explored as part of the EH CARP Study.

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2. **Block Island Coastline:** Along the Block Island coastline, removing a segment of West Lake Drive is ~~proposed~~suggested for consideration to allow creation of a naturalized bank and a beach to be replenished from a feeder beach to be created at the west jetty. The bank and beach would help dissipate wave energy from storm surges making the hamlet more resilient in the face of rising seas. This would also create a public scenic and recreational amenity. To advance these design concepts, coordination and approval will be required between the Town, Suffolk County (for changes to West Lake Drive); US Army Corp of Engineers (for creating a feeder beach at the west jetty and a naturalized bank along Block Island Sound); NYS Department of State (for LWRP consistency review); NYSDEC for projects within the jurisdiction of regulated waterbodies. Further study and f~~F~~unding ~~should~~could be sought from the US Army Corps of Engineers.

3. **Gosman's Parking Lot:** To the south of the proposed naturalized bank and beach along Block Island Sound, Gosman's parking lot is ~~recommended~~ suggested to be redesigned with trees and other landscaping to help absorb stormwater runoff, improve resiliency and improve aesthetics. This can be ~~implemented~~ accomplished by the private property owner as part of upgrades and new development projects.

4. **Cluster to High Ground:** To help guide future development and provide a framework for decisions about Montauk Harbor, the Hamlet Plan determined potential build-out square footage under existing zoning and shifted the same development potential into a more resilient, more functional configuration. For example, the Plan consolidates potential resort development onto hilltops and higher properties while proposing open space, parking, raised structures and floodable first floors in the more flood prone areas. The development pattern also supports ~~a "fishing village"~~ the existing character of the area~~environment~~ with practical working businesses on first floors and workforce housing on second floors. As mentioned, the same overall amount of development as currently permitted is proposed, but to reconfigure the pattern, adjustments to existing zoning provisions will be required. In the Waterfront Zoning District, for example, the 40 foot minimum front yard setback prevents development of an attractive street edge and pushes development deeper into flood zones rather than onto higher ground.

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Implementation will require evaluation of existing zoning and development of modified provisions to facilitate the preferred pattern of development.

Montauk Train Station

As a recognized Critical Facility located within a high risk flood area, the Montauk Train Station should be provided with a level of coastal protection to enable it to continue to function and provide services during and after a storm. Future protection and adaptation actions for this critical low lying ~~area,~~area should be coordinated with the MTA and LIRR.~~whether as an enhanced multi-modal transit center or as it currently exists with a few scattered businesses will be developed as part of the EH CARP study.~~

P. 69

I. Transportation and Circulation

Implement circular shuttle bus service: Seasonally heavy traffic creates problems getting to Montauk and getting around Montauk. The LIRR service is limited and train station traffic jams at arrival and departure times have reached critical levels. Managing seasonal traffic congestion and parking is especially challenging because downtown Montauk is an ocean beach destination as well as a business area. Devoting too much land to parking lots and road infrastructure would negatively impact Montauk's rural character and walkability. The traffic flow and parking solutions proposed encourage walking and support use of alternative transportation systems.

As part of the solution to help reduce traffic jams and parking shortages during the busy summer months, the Town established a pilot free shuttle bus service operating as a continuous loop between Hither Hills State Park, the Downtown Area, the Train Station and the Dock Area in the summer of 2017. The pilot project was a success and the Town has continued the free shuttle bus service every summer since. ~~An evaluation of this shuttle service program should help inform the continuation and expansion of the shuttle service in future years. Federal and state funding should be explored for continued operation.~~

Complementing the summer shuttle, the South Fork Commuter Connection, a coordinated rail and bus system provides workers with a public transportation option during peak commuting hours, year-round. The program combines a series of new morning and afternoon trains with Town sponsored commuter buses. Although the LIRR has a Montauk stop, bus connections to Montauk employment centers are provided from Amagansett Train Station at the current time.

Downtown Montauk

Install Crosswalk warning systems: To improve pedestrian safety and circulation, the Town secured New York State grant funding to install enhanced motorist warning systems at three crosswalk locations on Montauk Highway:

South Elder Street - 7-11 on north side, IGA on south side

West side of Carl Fisher Plaza

East side of Carlo Fisher Plaza

~~Construction was scheduled for summer 2017.~~ Installation has occurred, but excessive signage and lights associated with the crosswalks have been a concern to the Town Board and Montauk citizenry. The signs have been adjusted but as the lights are still problematic, the Town Board has not accepted the project. The Town Board continues to work with the State to make adjustments to the projects.

P. 70

Montauk Train Station

10. **Institute interim traffic circulation plan at the Train Station Parking Lot:** Cars, taxis and buses crowd the train station lot and the lack of a turnaround causes circulation problems and added congestion. On an interim basis, the train station parking lot could be restriped or marked with cones to delineate a drop off, pick up and turnaround area. Coordination between the Town and LIRR will be needed but implementation of an interim solution would require minimal funding.

Improve vehicular and pedestrian safety on County Road 49: The close proximity of the Fire House to the train station and a popular nightspot underscores the critical need for traffic calming and control on County Road ~~39~~49. Concept plans for constructing two roundabouts ~~suggest a~~s a potential means to optimize traffic safety, emergency vehicle response times and fire truck maneuverability were rejected by the community and the Town Board. Further study and evaluation of this area is required. ~~. The curvature and radii of the roundabouts would be designed to allow easy turning movements for fire trucks, special equipment and all vehicles. Wider entry and exit lanes to the roundabout for emergency vehicles would provide unobstructed and optimal access. By eliminating unnecessary intersection stops and delays, roundabouts can actually improve emergency response times and safety. Studies show that most fatalities resulting from a crash involving a fire truck occur at or are related to an intersection. : Although roundabouts are considered safer intersections by safety and traffic engineers, it is natural for questions to be raised and community opposition has been registered due to concerns about obstructing access for fire trucks and emergency vehicles in this location. Addressing all concerns, partnering with the Fire Department, conducting "test drives" using cones and temporary devices, visiting similar configurations, conducting community education and driver outreach would help to determine whether roundabouts are suitable for this location and help inform alternative design solutions.~~

12. Install bike racks, sidewalks and bike lanes along Flamingo Avenue connecting the Dock, downtown and station areas: Bike and pedestrian access from the Train Station to the docks and to downtown along Flamingo ~~Road~~ Avenue is limited to the road shoulder and is unsafe. ~~Suffolk County Department of Public Works funding for a multi-use path is recommended~~ Encouragingly, after the first draft of this report was published, Suffolk County awarded the Town a $400,000 Grant toward the creation of a multiuse path extending for 5,000 linear feet from the LIRR station on Flamingo Ave. to the hamlet's downtown. While the path along Flamingo Avenue and Edgemere Street has yet to be designed, it is envisioned as a means of connecting the two points in order to safely promote alternative

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modes of transportation such as cycling and walking as well as to enhance the South Fork Commuter Connection,

. The Town can install bike racks at the Station, Downtown and the Harbor areas.

13. Designate Train Station as a Multimodal Transportation Hub and develop a Multimodal Transportation Hub Alliance: As the last stop on the Long Island Rail Road, the area is uniquely suited to serve as a more welcoming gateway, a Multimodal Transit Center for rail, bus, car, taxi, bike and pedestrian services. Located across the street from the Montauk Fire Station and the Montauk Playhouse Community Center the Train Station area also provides essential community facilities. The historic Montauk Manor is visible from the station and there is a small area of Neighborhood Business Zoning containing a restaurant within walking distance. As part of a Multimodal Transit Center, the Station area could provide workforce housing with a small housing. New development in the area would provide an opportunity to incorporate sea level rise resiliency measarea to support the Station activity and new ures through appropriate construction and site planning. The Montauk Station Illustrative Master Plan offers two options for redevelopment as a transit center, both with traffic circulation featured as key improvements. Option 2 provides more parking and open space and fewer new buildings than Option 1. The level of potential future redevelopment will be dependent on several factors – the real estate market, capacity for shared wastewater treatment, and the need for parking to serve the train station, etc.

11. The Station area encompasses multiple jurisdictions and property owners including: Long Island Rail Road, Suffolk County, Montauk Fire Department, Town of East Hampton, Rough Riders Landing Condominium and other private property owners. To bring these different organizations together and to develop partnerships essential for funding success, forming a Multimodal Transit Hub Alliance is recommended. The Alliance will be charged with investigating government programs and funding sources for a feasibility plan. As a train station, identified as a Critical Facility within a coastal high risk zone in East Hampton Town, there are multiple federal, state, and other grant sources available to fund a feasibility study and improvements including: LIRR funding, Climate Smart Communities Grant Funding, NYS Community Development Block Grant Program, Local Waterfront Revitalization, New York State Department of Environmental Conservation Water Quality Improvement Project Program (WQIP), Clean Water State Revolving Fund (CWSRF), Urban Renewal. (see description

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P. 75 Action Plan Matrix

Designate and develop a Multimodal Transportation Hub Alliance	Develop Alliance	TB, LIRR, Montauk Fire Commissioners, Roguth Rigders Landing Codo Assoc., SCDPW,	Short Term	16
Develop and implement feasibility plan	Study/capital project	TB, LIRR, Montauk Fire Commissioners, Roguth Rigders Landing Codo Assoc., SCDPW,	Medium-long term	1, 3, 4, 6, 8, 9, 10, 14, 18,